

**DEPARTMENT OF TRANSPORTATION**

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Governor's Office of Planning &amp; Research

**FEB 26 2020****STATE CLEARINGHOUSE**

February 26, 2020

City of Ventura, Community Development Department

Attn: Maruja Clensay, Senior Planner

501 Poli Street

Ventura, California 93002

RE: 3550 East Main Street Starbucks –  
Mitigated Negative Declaration (MND)  
SCH# 2020019088  
GTS# 07-VEN-2018-00383  
Vic. VEN-101 / PM 26.818

Dear Maruja Clensay:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project would involve demolishing and removing the former 2,611 square foot (sf) Arby's fast-food restaurant located on the northeastern half of the project site & constructing a Starbucks Coffee Shop with drive-through lane in its place. The proposed project consists of a new 1,670 sf bldg., a 1,357 sf outdoor patio area, and a drive-through lane with queuing storage for 11 vehicles.

The nearest state facility to the proposed project is US-101. After reviewing the MND, Caltrans has the following comments:

Caltrans concurs that the proposed project would not substantially increase vehicle miles traveled (VMT) and there would be a less than significant impact on freeway facilities based on the following factors:

- All seven study area intersections would continue to operate at acceptable LOS (as shown in Table 20 and Table 21 of the draft Initial Study).
- The proposed project is infill development that provides commercial service on a site that recently provided a similar food-service commercial use (Arby's) for over 40 years.
- Trips associated with the proposed Starbucks would primarily be pass-by vehicle trips.

As mentioned in the Transportation Management Plan (TMP, Appendix D), the peak drive-through queues are anticipated to be between 11 to 14 vehicles. Overflow drive-through queue length of up to 18 vehicles would extend through the parking lot without interfering with operations on East Main St, and a queue length of up to 20 vehicles would extend through the parking lot without interfering with operations on South Mills Road. Although vehicle queues may not extend onto adjacent streets, there are two traffic management measures already included in TMP:

- Additional staff to expedite ordering process and/or using remote/mobile ordering.

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- Installation of "KEEP CLEAR" pavement marking between the Starbucks drive-aisle entry and the adjacent parking lot to the southwest to prevent vehicles from blocking the two-way access aisle between the parcels.

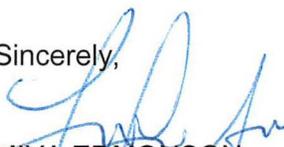
As stated earlier, the project site is an infill site surrounded by existing residential and commercial development. The Lead Agency should consider any reduction in vehicle speeds to benefit pedestrian and bicyclist safety, as there is a direct link between impact speeds and the likelihood of fatality or serious injury. The most effective methods to reduce pedestrian and bicyclist exposure to vehicles is through physical design and geometrics. These methods include the construction of physically separated facilities such as Class IV bike lanes, wide sidewalks, curb extensions, pedestrian refuge islands, landscaping, street furniture, and reductions in crossing distances through roadway narrowing. Visual indicators such as, pedestrian and bicyclist warning signage, flashing beacons, crosswalks, signage, and striping should be used in addition to physical design improvements to indicate to motorists that they can expect to see and yield to pedestrians and people on bikes. The following elements should be implemented to further improve bike and pedestrian access to and from the project site:

- Add the missing crosswalk leg at the Main St. and S. Mills Rd. intersection.
- Crosswalks at the Main St. and S. Mills Rd. intersection should be restriped in the high-visibility Continental style.
- The Gold Coast Transit bus stop on Main St. should have shelters and preferably include a bulb-out for safety and operational efficiency.
- Consider adding or upgrading Class II bike lanes to Class IV bikeways.
- Shade trees should be planted and bioswales installed to increase shade, reduce storm-water runoff, and combat the Urban Heat Island effect.

Additionally, due to Caltrans Easements at the Main St. driveway, an encroachment permit will be required after plans are finalized. There may be additional encroachment permits required for any project work proposed on or near Caltrans Right of Way. The transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods.

If you have any questions, please contact project coordinator Anthony Higgins, at [anthony.higgins@dot.ca.gov](mailto:anthony.higgins@dot.ca.gov) and refer to GTS# 07-VEN-2018-00383.

Sincerely,

  
MIYA EDMONSON  
IGR/CEQA Branch Chief  
cc: Scott Morgan, State Clearinghouse